## **Neighborhood Planning Element**

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#### Toward a Sustainable Seattle

# Neighborhood Planning Element

#### Introduction

Neighborhood planning is a way to tailor the comprehensive plan and implement it in areas with urban villages or centers and adopted growth targets. It is also a means by which members of any Seattle community may participate in planning for the future of their area within the context of the City's Comprehensive Plan.

The two phases of neighborhood planning discussed in this element are the planning process and subsequent plan implementation.

In early 2000, the City concluded a five-year neighborhood planning process. The City took three actions in response to each plan produced in this process. From each plan a set of neighborhood specific goals and policies were adopted into the Comprehensive Plan. These goals and policies constitute the "adopted" neighborhood plans. The City also approved by resolution a work-plan matrix indicating the intent of the City concerning the implementation of specific recommendations from each neighborhood plan. Finally, the City recognized by resolution that each plan, as submitted to the City, constitutes the continuing vision and desires of the community. The recognized neighborhood plans, however, have not been adopted as City policy.

#### **GOALS**

**NGI** Recognize neighborhood planning and implementation as critical tools for refining and turning into a reality the vision of the Comprehensive Plan.

- **NG2** Give all community members the opportunity to participate in shaping the future of their neighborhoods.
- NG3 Develop neighborhood plans for all areas of the city expected to take significant amounts of growth. Such a plan should reflect the neighborhood's history, character, current conditions, needs, values, vision and goals. Permit other areas interested in developing neighborhood plans to undertake neighborhood planning. In areas not expected to take significant amounts of growth encourage limited scopes of work that focus on specific issues or concerns, rather than broad multifocused planning processes.
- NG4 Define clearly the role that adopted neighborhood plan goals and policies, neighborhood plan work-plan matrices, and recognized neighborhood plans play in the City's decision-making and resource allocation.
- **NG5** Foster collaborative relationships between citizens and the City.
- **NG6** Build strong, effective strategies for developing and implementing neighborhood plans

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- NG7 Help to realize the intent of neighborhood plans for areas that will accommodate the bulk of the city's growth
  - through adoption into the Comprehensive Plan of Neighborhood Plan goals and policies,
  - by striving to implement the work plan matrix adopted with each plan, and
  - by recognizing each community's desires, reflected in its proposed neighborhood plan document.

#### **POLICIES**

- NI The policies in this element are intended to guide neighborhood planning for areas that are designated through the Comprehensive Plan to accommodate significant proportions of Seattle's growth, as well as other areas.
- N2 Maintain consistency between neighborhood plans and the Comprehensive Plan. In the event of an inconsistency between the comprehensive plan and a proposed neighborhood plan, consider either amendments to the comprehensive plan which are consistent with its core values, or amendments to the neighborhood plan.
- N3 Either community organizations or the City may initiate neighborhood plans with City support, to the extent provided in the City's annual budget.

- N4 Neighborhood Plans for Areas with an Urban Village, Urban Center, or Manufacturing/Industrial Center:
  - A. Each neighborhood plan for areas with an urban village or center must address the following topics: land use, transportation, housing, capital facilities and utilities. Those undertaking a neighborhood plan may conclude that the Comprehensive Plan adequately expresses the vision and goals of the neighborhood for any of these topics. When this occurs, the neighborhood plan need only provide that the corresponding Comprehensive Plan element constitutes the policy for the neighborhood plan. In addition, the development of a neighborhood plan could include other elements or neighborhood specific policy recommendations important to the neighborhood (i.e. Cultural Resources, Environment, etc.)
  - B. Each neighborhood plan containing urban village or center must:
    - identify the boundaries of the urban village or center in conformance with the description of urban villages and centers in this plan
    - 2. describe growth targets for the affected center or village; and
    - prepare transportation, capital facilities and utilities inventories and analyses for the designated urban village or center.



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- N5 Adopt into the Comprehensive Plan portions of any neighborhood or subarea plan that the City Council determines should be incorporated into the Comprehensive Plan and that are consistent with this plan.
- **N6** Require that the following be taken into consideration in establishing future planning area boundaries:
  - Areas defined by a strong historical, cultural, geographic, or business relationships.
  - 2. Natural or built barriers (e.g., I-5, major topography change).
  - Manageable size of area, manageable complexity of issues for resources available.
  - 4. Generally agreed upon neighborhood boundaries.
  - 5. The Urban Village Strategy.
  - 6. The appropriateness of the area for the issues being addressed in the plan.
- N7 Establish basic guidelines for creating and updating neighborhood plans that ensure an inclusive, collaborative and effective approach. Provide guidelines for things such as how to develop public participation processes, make plans with realistic expectations, and monitor implementation of the plans over time.
- N8 Neighborhood planning processes and plans may vary, reflecting the different characteristics, interests and perspectives of community members, while meeting basic guidelines for neighborhood planning.

N9 Encourage collaborative neighborhood planning that involves simultaneous consideration of City and neighborhood goals and strategies, and includes representatives for both the City and neighborhoods working together.

## NEIGHBORHOOD PLAN IMPLEMENTATION

- N10 Establish a firm and clear relationship between the City's budgeting processes and adopted neighborhood plans and, using the biennial budget, demonstrate how the urban village strategy is being carried out.
- NII Assess as part of the City's budget process, neighborhood plan implementation needs and resources, taking into consideration the results of implementation activities for each area and public input into the budget process.
- N12 Use adopted neighborhood plan goals and policies and the City's neighborhood plan work plan matrices to help balance between competing goals in City decision making and the allocation of budget resources.
- N13 Consider recommendations from neighborhood plans in the context of Seattle as a whole. Incorporate such requests into City prioritization processes, as appropriate, for capital expenditures and other decision-making recognizing the City's legal, administrative and fiscal constraints.





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**N14** When allocating resources to implement neighborhood plans, at a minimum consider the following factors:

Where the greatest degree of change is occurring;

Where growth has exceeded current infrastructure capacities;

Where there is a deficit in meeting service levels called for by the Comprehensive Plan or the expectation of other City policies or agency plans;

Where there is an urban center or urban village designation;

Where the neighborhood plan goals and policies or work plan matrix have specific prioritized plan recommendations endorsed by the City;

Where resources would help spur growth in urban centers or urban villages;

Where there are opportunities to leverage other resources, or partnerships;

Where the resource would address priorities of more than one neighborhood; and

Where the impact of a single, large activity generator will have detrimental effects on the infrastructure capacities of the neighborhood.

N15 In implementing neighborhood plans, work with neighborhood groups to refine and prioritize recommendations in light of changing circumstances and consistent with the adopted goals and policies of each neighborhood plan.

N16 Permit the addition of new strategies, including regulatory changes, through the neighborhood plan implementation process when existing tools are inadequate to meet implementation needs.

N17 Support and encourage the incorporation of cultural elements in the implementation of neighborhood plans. In future planning efforts, include a broad range of creative skills to improve the value of the neighborhood projects.

N18 Monitor progress toward implementing Council adopted neighborhood plans and communicate results to City officials, neighborhood planning participants and interested citizens.

N19 Support neighborhood plan stewardship with the goal of promoting continued cooperation between the City and local neighborhoods in implementing adopted neighborhood plan goals and policies, carrying out neighborhood plan work plan activities and implementing this Comprehensive Plan.

These efforts should be directed toward not only accomplishing specific projects, but also toward fostering the ability of neighborhoods to inspire people with the energy, interest and ability to work collaboratively with the City in implementing neighborhood plans.



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#### **ADMIRAL**

#### **GOALS AND POLICIES**

#### **LAND USE**

- **A-GI** Land use within the residential urban village that conforms to Admiral's vision of a neighborhood with a pedestrian oriented small town atmosphere.
- **A-G2** The Admiral neighborhood is predominately a single-family housing community.
- **A-PI** Encourage development that conforms with the neighborhood's existing character and scale, and further promotes a pedestrian-friendly environment.
- **A-P2** Maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning outside the urban village on properties meeting the locational criteria for single-family zones.
- **A-P3** Seek to ensure community involvement in land use code changes.
- AP-4 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply in the Admiral Residential Urban Village.

#### **TRANSPORTATION**

**A-G3** A residential urban village with an adequate parking supply to serve customers, residents and employees.

- **A-G4** People walk, bicycle or ride buses when traveling inside the Admiral neighborhood.
- **A-P5** Future developments and significant remodels should seek to provide adequate parking.
- A-P6AStrive to attain adequate levels of parking that serves the urban village and adjacent transitional areas, and to discourage parking from commercial areas or other activity centers from spilling over onto residential streets.
- **A-P6B**Work with the community in addressing parking issues.
- **A-P7** Seek to anticipate and address future parking needs.
- **A-P8** Strive to eliminate local traffic safety hazards, and discourage cut-through traffic on residential streets.
- **A-P9** Seek to ensure that streets are clean and attractive, are calmed, and have sufficient capacity and a high level of service.
- **A-P10** Seek to improve pedestrian and vehicular traffic safety and convenience.
- **A-P11** Seek to anticipate and address future traffic circulation needs.
- A-P12 Seek to improve water-based commuting connections from West Seattle to downtown.

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**ADMIRAL** Residential Urban Village 44TH AV SW SW HOLGATE'S WS A 49TH AV SW BELVIDERE AV SW SH SW SUMMER WY 41ST AV SW SW WALKER ST SW WALKER ST SW NIESZ CT Œ ST & 46TH AV SW 48TH AV SW PRESCOTT AV SW 44TH AV SW N ST 42ND AV SW CALIFORNIA AV SW N WAITE ST SW ADMIRAL SW OLGA ST SW LANDER ST SW LANDER ST SW LANDER ST 38TH AV SW SW FOREST ST SW STEVENS ST FAIRMOUNT AV SW SW STEVENS S SW STEVENS ST d:\arcview\av\_projects\compplan\2000\cenvill\admiral.apr SW HANFORD ST SW HANFORD ST SW HANFORD ST 48TH AV SM WALNUT AV SW 41ST AV SW SW HINDS ST SW HINDS ST 500 1000 Feet VILLAGE BOUNDARY EDGE OF PAVEMENT



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- **A-P13** Seek to assure that transit routing, scheduling and transfer points meet neighborhood needs.
- **A-P14** Seek to provide good access to and from West Seattle.
- **A-P15** Work with the Admiral neighborhood to minimize loss and damage from landslides and land erosion.
- **A-P16** Seek to improve facilities for bicycles, skateboards and pedestrians.
- **A-P17** Seek to increase community awareness of emerging transportation technologies.

#### HOUSING

A-P18 Seek to ensure that public-assisted housing is well integrated within the Admiral neighborhood by seeking to keep it dispersed, small-scale and aesthetically integrated, in keeping with Admiral's small town image.

#### **HUMAN SERVICES**

- **A-G5** A neighborhood with adequate community, educational, recreational, safety and social services to serve its residents.
- **A-P19** Support local efforts to improve the safety of the Admiral neighborhood.
- **A-P20** Seek to provide adequate fire and police service for the planning area.

#### **CAPITAL FACILITIES**

**A-P21** Seek to ensure neighborhood involvement, through the involvement of community organizations, in the

identifying and siting of publiclysponsored capital projects, including those that impact the natural environment.

A-P22 Strive for excellent coordination between City departments, and between the City and the County, especially on projects that impact the natural environment.

#### **UTILITIES**

- **A-G6** The neighborhood is well served with infrastructure and capital improvements.
- **A-P23** Seek to ensure the adequacy of neighborhood's utilities to meet ongoing growth.
- **A-P24** Seek to provide levels of lighting for streets and sidewalks that enhance safety.
- **A-G7** Pollution levels have been reduced in the Admiral Neighborhood.
- **A-P25** Seek to clean up noise and air pollution, and litter and graffiti.

#### **ECONOMIC DEVELOPMENT**

- **A-P26** Seek to encourage retail services desired by the community.
- **A-P27** Seek to advocate for the health and diversity of merchants located in the Admiral business district.

#### **COMMUNITY BUILDING**

**A-G8** The City and the Admiral neighborhood continue to collaborate in planning efforts.

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**A-P28** Seek to promote community-building opportunities for Admiral neighborhood residents.

#### **CULTURAL RESOURCES**

**A-P29** Encourage public art that reflects the heritage and lifestyle of the Admiral neighborhood.

#### PARKS AND OPEN SPACE

- **A-G9** Open spaces, parks and playgrounds in the Admiral planning area have been preserved and maintained.
- **A-P30** Work with existing neighborhood groups to seek to ensure that programming of park facilities reflects the needs of the neighborhood.
- A-P31 Seek to provide open space within the Admiral neighborhood to serve the community's needs and to protect critical areas and natural habitat.
- **A-P32** Seek to preserve the integrity of the Olmsted design at Hiawatha Park.
- **A-P33** Seek to preserve and extend the neighborhood's tree canopy.
- **A-P34** Seek to provide convenient pedestrian access to Admiral's parks, playgrounds and open space.

#### **COMMUNITY CHARACTER**

- **A-GI0** A Residential Urban Village with a vibrant and attractive character.
- **A-GII** A high quality, diverse neighborhood where developers and businesses

- benefit from sustaining excellence and from filling local needs.
- **A-G12** A neighborhood with high expectations and standards for public services, building and landscaping.
- **A-P35** Support neighborhood involvement in land use decisions, especially in decisions related to variances and conditional uses.
- **A-P36** Seek to ensure that the designs of private development and public spaces support each other to enhance and reinforce Admiral' s identity.



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#### **AURORA - LICTON**

#### **GOALS AND POLICIES**

- A. DESIGNATION OF THE AURORA-LICTON RESIDENTIAL URBAN VILLAGE
- AL-GI An Aurora-Licton Residential Urban Village which is a vibrant residential community, with a core of multi-family housing, pedestrian-oriented neighborhood retail shops and services, and open space clustered immediately east of Aurora Avenue North. The core area should be fully accessible to residents east and west of Aurora Avenue.
- AL-PI Maintain the current balance of residential and commercial areas within the urban village boundaries. Consider future zoning changes that would reduce conflicts between adjacent areas; promote the development of a neighborhood-serving and pedestrian-oriented commercial core and promote transitions between single-family areas and commercial areas.
- AL-P2 Protect the character and integrity of Aurora-Licton's single family areas within the boundaries of the Aurora-Licton urban village.
- AL-P3 Encourage development to enhance the neighborhood's visual character through use of tools such as City-wide and Aurora-Licton neighborhood-specific design guidelines, including Aurora Avenue specific guidelines.

AL-P4 Encourage the development of enhanced transit connections to the village core, the Northgate transit hub, and the Northgate high capacity transit station.

#### **B. COMMUNITY CENTER**

- AL-G2 A developed center for community activities, recreation and environmental education making strategic use of existing public facilities within the core of the urban village.
- AL-G3 Reduced localized and upstream flooding, and enhance runoff water quality with a well designed drainage system, including Licton Creek, that is in harmony with wildlife use and habitat, and that is incorporated into other recreational activities and site uses.
- **AL-G4** Excellent educational facilities and programs for students and families within the urban village.
- AL-P5 Seek to provide a range of active and passive recreation and community activities within the heart of Aurora-Licton. Encourage multiple uses of public facilities within the Aurora-Licton community, including the Wilson-Pacific school.
- AL-P6 Encourage the continued presence of public school classroom facilities in the Aurora-Licton Residential Urban Village.

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#### **AURORA-LICTON SPRINGS** Residential Urban Village N 110TH ST N 109 TH ST PHINNEY AV N DENSMORE AV N **MERIDIAN AV N** N 107TH ST N 107TH \$1 N 106TH ST 99 N 105TH ST N NORTHGATE WY N 105TH ST N 104TH ST WALLINGFORD AV N N 103RD ST N 103RD ST N 102ND ST N 101ST ST OLYMPIC VIEW PL N N 100TH ST ≥N 100TH ST WOODLAWN AV N 98TH ST COLLEGEWYN N 97TH ST PHINNEY AV N ASHWORTH AV N 96TH ST EVANSTON AV N M MIDWAY N N 95 H ST BURKE AV N N 95TH ST WOODLAWN AY N N 94TH ST N 93RD ST N 92ND ST MERIDIAN PL N 92ND ST N 91ST ST N 90TH ST N 90TH ST N 89TH ST WALLINGFORD AV N ₩ W 89TH ST STONE AV N CAROLINE AV N N 88TH ST N 87TH ST N 88TH ST N 88 88TH ST N 87TH ST N 86TH ST N 87TH ST N 86TH ST N 86TH ST N 85TH ST N 84TH ST VILLAGE BOUNDARY 500 1000 Feet **EDGE OF PAVEMENT**



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- **AL-P7** Explore opportunities to partner with other public agencies, including the Seattle Public School District, to provide for community use of public facilities.
- **AL-P8** Strive to enhance the drainage system through such activities as daylighting of Licton Springs Creek.
- **AL-P9** As modifications to waterways are designed, seek to balance enhanced drainage capacity, natural habitat, historic character and environmental significance.
- **AL-PIO** Strive to develop a central repository for community planning documents, information about the area's history and community resource information at a permanent location near the core of the urban village. Such a space should be open and accessible to the public during regular hours.
- **AL-PII** Encourage community environmental education at sites such as the Wilson-Pacific site, Pilling's Pond and Licton Springs Park.

#### **AURORA-LICTON** NEIGHBORHOOD COMMERCIAL **CENTERS**

**AL-G5** One or more vibrant, safe, and attractive mixed-use commercial area that provides the immediate neighborhood with convenient access to retail goods and services, and that minimizes impacts, such as parking, traffic, crime and noise to adjacent residential areas.

- **AL-P12** Encourage neighborhood-oriented retail stores and services in the urban village that are attractive and accessible to the surrounding community. Recognize the importance of and support existing businesses in the community.
- AI-P13 Encourage the development of pedestrian-friendly pathways which will enhance and support new pedestrian-oriented commercial activity and maximize pedestrian access to public facilities.
- AL-**P14** Encourage new pedestrian-oriented commercial activity to locate near pedestrian crossings, transit facilities and along pedestrian routes. New development should provide safe and attractive pedestrian access.
- AL-P15 Encourage the location and development of off-street parking underground or behind buildings.

#### **AURORA AVENUE NORTH**

- **AL-G6** Safe and convenient crossings of Aurora Avenue North that logically link transit stops and retail nodes. Safe and accessible pedestrian routes along Aurora Avenue North and adjacent side streets leading to the crossings.
- **AL-G7** A transformed Aurora Avenue North that is an aesthetically attractive regional highway and commercial corridor that acts as a gateway to the Aurora-Licton Residential Urban Village and to other communities, and that is safe for pedestrians, motorists, business operators, and employees.

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- AL-P16 Encourage provision of safe and attractive passage for pedestrians along Aurora Avenue North and safe means for pedestrians to cross Aurora Avenue North at locations that connect transit stops, retail nodes and pedestrian routes, including relocated, enhanced and/or additional crosswalks. Discourage the development of new pedestrian underpasses are proposed for Aurora, they should be designed to minimize public safety problems.
- Al-P17 Identify means of enhancing the visual character of Aurora Avenue North including streetscape improvements which beautify and enhance functionality. Seek to maintain the important cultural, historic and visual landmarks while also encouraging redevelopment of deteriorated areas near Aurora Avenue North.

## E. NEIGHBORHOOD CONNECTIONS

- AL-G8 A comprehensive network is established, of safe and attractive pedestrian and bicycle connections to transit, between commercial and residential areas, and between the urban village and nearby destinations such as North Seattle Community College and the proposed Northgate Sound Transit Station.
- AL-P18 Work with the community toward providing safe and attractive pedestrian and bicycle access, including sidewalks, on all streets throughout the urban village, providing connections to destinations such as

- the future Northgate Sound Transit Station, Northgate Mall, the future Northgate library, the Greenwood Library, Green Lake Park, and Bitter Lake Community Center.
- AL-P19 Seek to incorporate bicycle improvements into plans for Key Pedestrian Streets in the Aurora-Licton Residential Urban Village.
- AL-P20 Strive to develop improvements to Stone Avenue in order to create a neighborhood corridor that encourages safe pedestrian, bicycle, transit and auto use, and supports the neighborhood, retail activities, and the existing businesses along this street.
- AL-P21 Encourage enhanced transit service between downtown Seattle and the Aurora-Licton Urban Village. Seek to coordinate improvements to transit service with crosswalks and pedestrian, bicycle and transit shuttle routes.
- **AL-P22** Consider the development of local transit shuttle service within the urban village, and to nearby destinations, such as Northgate.
- AL-P23 Seek to enhance and preserve alleys as safe, efficient local access corridors throughout the Aurora-Licton Planning Area. With the community seek to enhance alleys as safe pedestrian corridors to the extent consistent with city-wide policies. Work to develop minimum standards for alley construction, lighting, drainage and maintenance.

#### F. PARKS AND RECREATION



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- **AL-G9** Excellent active and passive recreation opportunities are accessible to all residents in the planning area.
- **AL-P24** Work to develop new open space and recreation opportunities in areas that are currently not well-served by park facilities.
- AL-P25 Seek opportunities to enhance the usability and accessibility of existing parks and open space areas in the Aurora-Licton Planning Area.
- **AL-P26** Seek to incorporate opportunities for community environmental education at public open spaces.

#### G. ARTS AND LIBRARY SERVICES

- **AL-GIO** Excellent access to information, arts, cultural activities and library services in the Aurora-Licton neighborhood.
- Al-P27 Promote the creation and display of public art, especially art that reflects the historical and cultural aspects of the surrounding environment.
- **AL-P28** Encourage the creation of areas for local artists to work and areas for the public display of art.
- AL-P29 Provide enhanced library access and services to Aurora-Licton residents. Explore shared use opportunities with existing local educational facilities.

#### H. PUBLIC SAFETY

**AL-GII** A neighborhood where all people feel safe from the threat of injury and criminal activity.

- **AL-P30** Strive to reduce the fear of crime and the potential for criminal activity through such design tools as lighting, fencing, building and landscaping.
- **AL-P31** Explore the development of programs to reduce public health hazards resulting from criminal activity.

#### I. GENERAL TRAFFIC MANAGEMENT AND PEDESTRIAN ACCESS

- AL-P32 Work with residents, property and business owners and surrounding neighborhoods toward the development of strategies to reduce congestion and enhance traffic safety.
- AL-P33 Seek to minimize impacts of public vehicles on neighborhood streets through tools such as designating primary routes and traffic patterns, developing parking management systems, and providing special signalization.

#### I. REGIONAL TRANSPORTATION

- AL-G13 Excellent multi-modal transportation services for the neighborhood, connecting to downtown Seattle, other neighborhoods and regional destinations, with minimal negative impacts to residential areas.
- AL-P34 Work with the State and transit providers to develop connections between the Northgate Transit Center, proposed Sound Transit light rail system, and the Aurora-Licton Urban Village.

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**AL-P35** Strive to prevent regional traffic from adversely impacting residential and neighborhood-oriented commercial areas.

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# BALLARD/INTERBAY NORTHEND MANUFACTURING AND INDUSTRIAL CENTER (BINMIC)

#### **GOALS AND POLICIES**

#### **ECONOMIC DEVELOPMENT POLICIES**

- **BI-PI** Accept growth target of at least 3800 new jobs for the BINMIC by 2014.
- BI-P2 Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.
- **BI-P3** Retain existing businesses within the BINMIC and promote their expansion.
- **BI-P4** Attract new businesses to the BINMIC.
- BI-P5 Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property.
- BI-P6 Strive to provide infrastructure in the BINMIC that is sufficient to ensure the efficient operation and smooth flow of goods to, through and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies.

- **BI-P7** Assist in implementing initiatives recognized and organized by business and property owners and labor organizations to improve economic and employment opportunities in the BINMIC area.
- BI-P8 Maintain the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/fishing, high tech, or small manufacturing industrial activities.
- BI-P9 Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.
- BI-P10 Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.
- **BI-PII** Support efforts to provide an educated and skilled labor work force for BINMIC businesses.
- **BI-P12** Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.
- BI-P13 Within BINMIC, support environmental cleanup levels for industrial activity that balance the lawful and beneficial uses of industrial property with environmental protection.

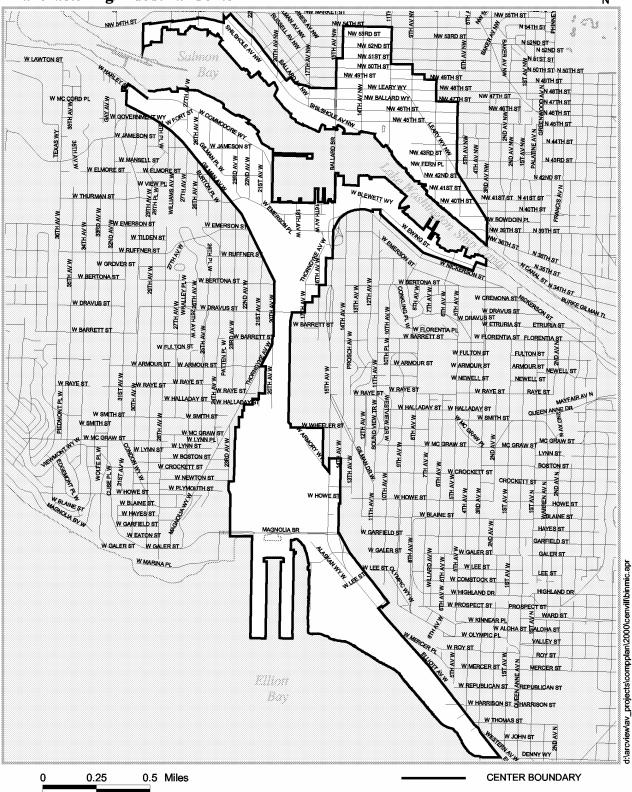
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#### BALLARD-INTERBAY-NORTHEND Manufacturing/Industrial Center







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## FREIGHT MOBILITY AND TRANSPORTATION POLICIES

- **BI-GI** Strive to improve industrial traffic flow to and through the BINMIC.
- **BI-G2** Facilitate truck mobility.
- BI-G3 Work in conjunction with King County/Metro to promote increased transit to and through the BINMIC, and transit Ridership to BINMIC businesses.
- **BI-G4** Strive to maintain and enhance intermodal (barge, ship, rail and truck) connections.
- **BI-G5** Strive to maintain and promote rail service to and through the BINMIC.
- **BI-G6** Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow.
- **BI-G7** Encourage clear directional signage to and from the BINMIC to regional highways.
- **BI-G8** Maintain major truck routes to and within the BINMIC in good condition.
- **BI-G9** Improve key intersections to and within the BINMIC.
- BI-GIO In order to preserve freight mobility: strive to preserve and improve turning radii, visibility and sight lines, clearance and existing lane configuration of streets within the BINMIC; and consider impacts on BINMIC of changes to arterial access routes to the BINMIC.

- BI-GII Support commuting to work to and through the BINMIC by bicycle and walking. Two major factors to consider in trail design and operation are: I) the operational requirements of adjacent property owners and users, as determined by the City; and 2) the safety of bicycle riders and pedestrians. The City must make every effort in trail design to meet the operational requirements of industrial users while providing for trail safety.
- **BI-P14** Where practical and appropriate separate mainline rail traffic from surface street traffic by designing and constructing bridges to improve safety for motorized and non-motorized transportation.
- BI-P15 Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance and existing lane configurations.
- BI-P16 Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas.
- BI-P17 Support separation of mainline rail traffic from surface street traffic by designing and constructing bridges, where feasible, to improve safety for motorized and non-motorized transportation.

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## MARITIME AND FISHING INDUSTRY POLICIES

- BI-P18 Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses.
- **BI-P19** Support maintenance of and creation of pier space for larger vessels (over 60 feet)within the BINMIC to facilitate loading of cargo, provisions, and fuel and obtaining maintenance.
- **BI-P20** Support efforts to measure, encourage, and promote the significant role of the maritime and fishing industries.
- **BI-P21** Strive to retain shorelines for water dependent uses by enforcing waterfront and shoreline regulations in industrial areas.
- **BI-P22** Strive to provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.
- **BI-P23** Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime uses.
- **BI-P24** Support the Seattle-based distantwater fishing fleet's efforts to participate effectively in Federal and State fisheries management and regulation of fishing.

## PUBLIC SERVICES, UTILITIES, AND INFRASTRUCTURE POLICIES

- **BI-P25** Public services, utilities, and infrastructure shall be sufficient to accommodate projected growth.
- **BI-P26** Strive to provide opportunities for industrial reuse of vacant governmentally owned property within the BINMIC.
- **BI-P27** Provide excellent customer service in City departments for industrial businesses.
- **BI-P28** Strive to develop creative financing mechanisms, including public-private partnerships, for upgrading utilities and infrastructure.
- **BI-P29** Develop linkages between local businesses, labor groups and workers to match high wage jobs with local workers.



**Neighborhood Planning Element** 

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#### Toward a Sustainable Seattle

# BROADVIEW - BITTER LAKE - HALLER LAKE

#### **GOALS AND POLICIES**

#### **PUBLIC INVOLVEMENT**

**BL-GI** A community where residents, businesses, community organizations, and property owners are involved throughout the implementation of the neighborhood plan.

#### **UTILITIES**

- BL-G2 Environmentally sound sanitary sewer, storm water, and drinking water systems throughout the Broadview, Bitter Lake and Haller Lake neighborhoods are well-maintained and adequate to serve the population.
- **BL-PI** Seek to integrate the area's formal and informal drainage and storm water systems with the city-wide system.
- **BL-P2** Explore new tools, including land use tools, to provide environmentally sensitive solutions to drainage and wastewater challenges, including those created by additional paving.

#### **TRANSPORTATION**

able to comfortably walk and bicycle from residential areas to Aurora Ave.

N., other area business districts, schools, parks, community facilities, and other neighborhood focal points via a connected network of

sidewalks, pathways, and bicycle trails.

- **BL-G4** Adequate and safe multi-modal transportation networks support the residential and business populations.
- BL-G5 Facilities for pedestrians and bicyclists and opportunities for accessible and safe walking and bicycling in the Broadview, Bitter Lake and Haller Lake neighborhoods.
- **BL-G6** Efficient vehicular movement through north/south transportation corridors.
- **BL-G7** A neighborhood in which regional traffic does not have a serious impact on local streets.
- **BL-G8** Transit systems provide convenient and fast local and regional transportation.
- BI-P3 Work with local community organizations, schools, property and business owners, residents, and other interested parties toward providing safe and efficient access to local businesses, schools and other public facilities by auto, bus, bike and foot.
- BL-P4 Seek to develop funding sources to design, construct, and maintain accessible pedestrian walkways, including sidewalks along arterial streets and pedestrian pathways that link residents to the arterial network and other community focal points, including schools and transit stops.

Neighborhood Planning Element

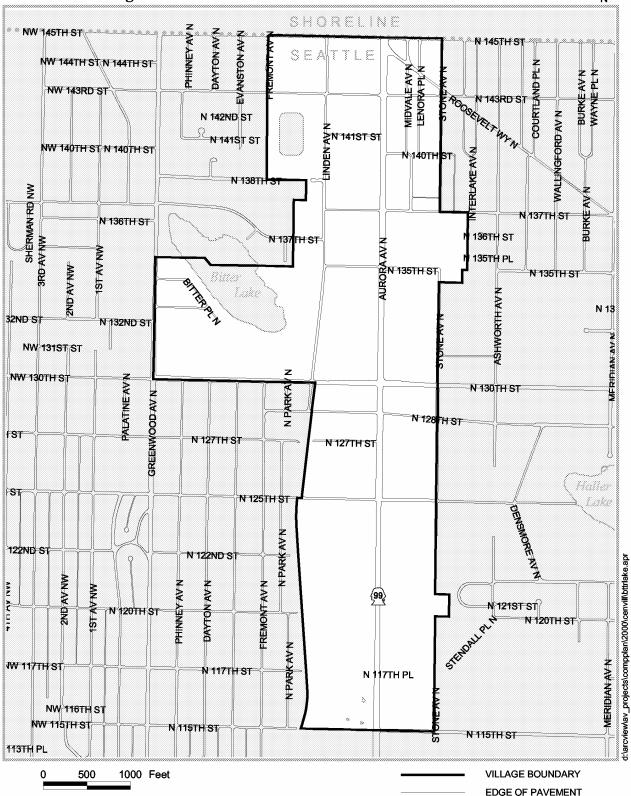




#### BITTER LAKE VILLAGE Hub Urban Village



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**Neighborhood Planning Element** 

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#### Toward a Sustainable Seattle

- BL-P5 Work with the State and the community to consider safe pedestrian crossings of Aurora Avenue North and other arterials that are accessible to all neighborhood residents.
- BL-P6 Designate a network of bike paths and trails connecting residential neighborhoods in the Broadview, Bitter Lake, and Haller Lake neighborhoods with community destinations as well as regional trails and other nearby urban villages.
- **BL-P7** Seek to keep residential streets quiet and safe.
- **BL-P8** Work with the State to identify opportunities for improvements to vehicular circulation on Aurora Avenue North.
- **BL-P9** Seek opportunities to make improvements for vehicular circulation along other arterials in the area.
- **BL-P10** Work with transit providers to provide safe, accessible and convenient transit stops.

#### LAND USE AND HOUSING

- BL-G9 A community where new development is environmentally friendly and supports pedestrians, containing a range of housing types and accommodating a diverse set of businesses providing a range of products and services.
- **BL-P11** Work with the community toward developing a mixed-use pedestrian-

- oriented corridor along Linden Avenue North.
- BL-P12 Explore developing Stone Avenue
  North into a green corridor
  providing a transition between
  commercial uses and the Haller Lake
  residential area.
- **BL-P13** Encourage the preservation of existing and creation of new open space throughout the planning area. Seek additional opportunities to plant trees throughout the community.
- **BL-P14** Seek to minimize the impacts of commercial and higher density residential uses on single family residential areas.
- **BL-P15** Encourage single-family and multi-family housing design and siting to fit in with the surrounding neighborhoods.
- BL-P16 Encourage the use of design guidelines to help multi-family and commercial land uses to provide transitions between single family neighborhoods and denser commercial areas.
- BL-P17 Encourage new development to enhance the neighborhood's pedestrian environment, through use of tools such as City-wide and Broadview-Bitter Lake-Haller Lake neighborhood-specific design guidelines.
- **BL-P18** Explore mechanisms to prevent lot clearing and provide for creative site designs that encourage the retention of mature trees.

**Neighborhood Planning Element** 

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#### RECREATION

- BL-G9 A community where a system of safe and well-maintained pocket parks, playgrounds, gardens, public plazas, and larger parks take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound.
- **BL-P19** Seek to turn Linden Avenue North into a greener corridor which provides a neighborhood focal point and opportunities for recreation.
- **BL-P20** Seek opportunities to provide public access to public water bodies.
- BL-P21 Work with the Seattle School
  District, community organizations,
  property owners, residents, and
  parents of school children to provide
  attractive public facilities in the
  Broadview, Bitter Lake and Haller
  Lake neighborhoods.
- **BL-P22** Continue to offer excellent public services at neighborhood City facilities.

#### **PUBLIC SAFETY**

- **BL-GII** A community where residents feel safe and the community works with safety officers to reduce crime.
- **BL-P23** Explore opportunities to increase the visibility of law enforcement efforts and maintain an adequate presence of officers within the community.
- **BL-P24** Work with community organizations, property and business owners, residents, and other interested

- parties to identify high crime areas and target appropriate City and community resources.
- **BL-P25** Provide community safety programs, and develop and implement additional crime prevention measures, such as increased lighting of public spaces.

#### NATURAL ENVIRONMENT

- BL-GII A community where government agencies, community and environmental organizations, property and business owners, residents, and other interested parties work together to preserve, restore, and enhance our area's natural resources, including our lakes, creeks, and watersheds, and protect habitat for fish, birds, and other wildlife.
- **BI-P26** Review and mitigate environmental impacts resulting from activities at City facilities, as appropriate.
- **BL-P27** Seek to create a greener and healthier environment by protecting existing trees, as appropriate, and planting new trees.
- **BL-P28** Work with the community, property owners and other public agencies to identify tools to improve air and water quality, reduce noise pollution and remediate environmental impacts of current and past activities, as appropriate.



**Neighborhood Planning Element** 

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#### Toward a Sustainable Seattle

#### **CAPITOL HILL**

#### **GOALS AND POLICIES**

#### **COMMUNITY CHARACTER**

- **CH-GI** A neighborhood, with distinct residential areas, active business districts, accessible transportation services, and strong institutions, which is diverse and densely populated.
- CH-PI Encourage the development of the North Anchor District as Capitol Hill's premier art, culture, civic, and business hub with a centerpiece being a new mixed-use civic and residential complex at the Keystone site located at the north end of Broadway at 10th Avenue and Roy Street. If the Library Board selects the Keystone site as the new location for the Susan Henry Library, take actions to facilitate the location of the library, including, if appropriate, rezoning.
- CH-P2 Encourage the revitalization of the South Anchor District through coordination of the development of a Sound Transit station, the Lincoln Reservoir Park project, and a revised master plan for Seattle Central Community College.
- CH-P3 Support and preserve the neighborhood's three main commercial corridors -Broadway, 15th Avenue E., and E. Olive Way.
- CH-P4 Strengthen and enhance the character of the major residential neighborhoods and encourage a greater range of housing choices

affordable to a broad spectrum of the entire community.

#### LAND USE AND URBAN DESIGN

- CH-G2 An enhanced neighborhood with diverse land uses, a mixture of housing types including single-family and dense multifamily, and vibrant commercial districts
- **CH-P5** Encourage the preservation of the neighborhood's architectural quality, historic character, and pedestrian scale.
- **CH-P6** Support integration of transit-oriented development with local transportation and open space improvements.
- **CH-P7** Strive to enhance the neighborhood's lively, unique pedestrian-oriented commercial corridors.
- **CH-P8** Enhance and protect the character of the diverse residential districts.
- **CH-P9** Zoning and design guidelines should ensure that new development complements the existing architectural fabric of the neighborhood.
- CH-P10Support and encourage the relocation of the Susan Henry Library through zoning and other tools that would be appropriate.

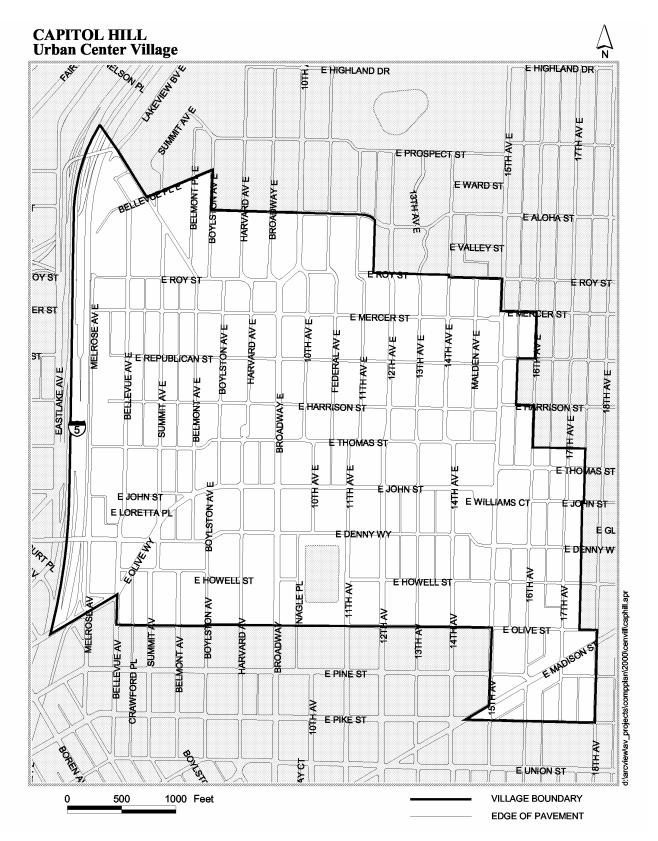
#### HOUSING

CH-G3 A community with a full range of housing types from single family homes to multi-family contributing to a diverse, densely populated neighborhood.

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Toward a Sustainable Seattle

- CH-PII Seek tools to retain and increase housing affordable to households with incomes at and below the median income.
- CH-P12Strive to preserve and provide a variety of housing types, including some single-family and other small-scale dwellings.
- **CH-P13** Encourage a range of home ownership options for households with a broad spectrum of incomes.
- CH-P14Encourage the preservation of existing housing structures and the maintenance of properties.
- **CH-P15** Encourage the development of high quality new housing that blends with historic housing.

#### **HUMAN DEVELOPMENT**

- **CH-G4** A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.
- CH-P16 Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.
- CH-P17Seek to improve communication between people, organizations, and communities dealing with human needs and human development issues.
- **CH-P18**Seek a comprehensive approach to address social issues and human needs within the neighborhood.

#### **PUBLIC SPACE AND ARTS**

- **CH-G5** A neighborhood that provides amenities (quality parks/open space/arts) to serve its dense population.
- CH-P19Seek opportunities for the development of new parks and open spaces to adequately serve all Capitol Hill residents, including children, youth, and seniors.
- CH-P20 Encourage the development of open spaces complementary to commercial corridors and Sound Transit Stations.
- **CH-P21** Strive to maintain and enhance environmental quality in the neighborhood's public spaces.
- **CH-P22**Promote safety and a civil environment in the neighborhood's public spaces.
- **CH-P23** Support arts and cultural activities as an integral part of community life.
- CH-P24 Support neighborhood cultural institutions, including the Cornish College of the Arts, the Susan Henry Library, and Seattle Central Community College.

#### TRANSPORTATION

CH-G6 A pedestrian-oriented neighborhood with a balanced transportation environment which emphasizes public transit, yet also facilitates vehicular mobility and addresses the parking needs of businesses, residents, and students.

Neighborhood Planning Element





#### Toward a Sustainable Seattle

- CH-P25 Support construction of light rail transit services through Capitol Hill with transit stations.
- **CH-P26** Support a variety of transportation modes that provide alternatives to using a car.
- **CH-P27**Encourage traffic calming measures in residential neighborhoods.
- **CH-P28** Discourage commuter and employee parking in the neighborhood.
- CH-P29Strive to improve parking management to better serve the needs of businesses and residents.
- CH-P30 Work with transit providers to improve transit service and speed within the neighborhood and connections to other neighborhoods.

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#### Toward a Sustainable Seattle

#### **CENTRAL AREA**

#### **GOALS AND POLICIES**

# OVERALL CENTRAL AREA COMMUNITY IDENTITY AND CHARACTER

- **CA-GI** A community that celebrates the Central Area's culture, heritage, and diversity of people and places.
- CA-PI Enhance the sense of community and increase the feeling of pride among Central Area residents, business owners, employees, and visitors through excellent physical and social environments on main thoroughfares.
- CA-P2 Recognize the historical importance and significance of the Central Area's single-family residential housing stock, institutional buildings (old schools, etc.), and commercial structures as community resources. Incorporate their elements into building design guidelines, housing maintenance programs, and possible designation of historic and cultural resources.
- CA-P3 Seek opportunities for community-based public improvements that would create a sense of identity, establish pride of place, and enhance the overall image of the Central Area.
- **CA-P4** Create opportunities for public spaces, public art, and community gateways (e.g., Lavizzo Amphitheater, I-90 Lid).
- **CA-P5** Support the development of CAAP\*IT CAN (Central Area Action Plan \*

Implementation Team Community Action Network) for coordination of volunteerism and economically viable community building programs, projects and collaboration.

## TRANSPORTATION AND INFRASTRUCTURE

- CA-G2 A community where residents, workers, students and visitors alike can choose from a variety of comfortable and competitively convenient modes of transportation including walking, bicycling, and transit and where our reliance on cars for basic transportation needs is minimized or eliminated.
- **CA-G3** A community that is served by a well-maintained infrastructure and the most up to date communication technology.
- CA-P6 Facilitate movement of residents, workers, visitors, and goods within the Central Area with a particular focus on increasing safety, supporting economic centers, encouraging a full range of transportation choices, and creating social gathering places that improve the quality of life and serve as the heart of the community.
- CA-P7 Encourage use of travel modes such as transit, bicycles, walking and shared vehicles by students and employees, and discourage commuting by single occupant vehicle. Minimize impacts of commuters on Central Area neighborhoods and neighborhood cut through traffic to and from the regional highway network. Work with institutions/businesses to develop

Neighborhood Planning Element

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#### Toward a Sustainable Seattle

creative solutions for minimizing auto usage by employees and students.

- CA-P8 Promote capital improvements that encourage "pedestrianism" among residents, employees, and shoppers. Use all area streets and sidewalks as avenues to walk to work, school, recreational facilities, shopping districts, and visit neighbors. Provide for pedestrian convenience and priority at signalized intersections using Transportation Strategic Plan strategies. Preserve residential area street ends and stairways for public access.
- **CA-P9** Identify key pedestrian streets and areas where neighborhoods can be linked together.
- CA-P10 Central Gateway project: Strive to provide excellent pedestrian and bicycle links between the Central Area and adjacent neighborhoods. Facilitate bicycle and pedestrian safety, and transit and traffic flow and access. Minimize neighborhood cut-through traffic.
- CA-PII Coordinate project planning with affected neighborhood planning areas including the Central Area, the International District, and First Hill.
- CA-P12 Strive to provide safety for pedestrians needing to cross Central Area arterials to reach schools, parks, businesses, services, and transit.

  Operate pedestrian signals to facilitate pedestrian movement and safety.
- CA-P13 Facilitate residents' access to Central Area businesses, services, and

- institutions by using public transportation, thereby encouraging patronage of area businesses and reducing the need for cars. Encourage community-based transit service with transit hubs at primary business nodes and community anchors.
- CA-P14 Facilitate access to employment centers for Central Area residents who use public transit. Maintain efficiency of direct transit service to downtown, improve north-south transit service to regional job centers, and improve access to eastside transit service.
- CA-P15 Encourage shared parking at business nodes in order to meet parking requirements while maximizing space for other uses with a goal to reduce the need for surface parking lots especially along Key Pedestrian Streets.
- CA-P16 Encourage coordination of construction work within the street right of way in order to maximize the public benefit and minimize the disruption of the street surface.
- CA-P17 Improve the visual quality of the neighborhoods by encouraging undergrounding of utilities including service lines for all new construction and remodel projects and minimizing the impact of new telecommunication facilities such as towers.

#### **HOUSING**

**CA-G4** A stable community with a mix of housing types meeting the needs of a wide variety of households, where



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#### Toward a Sustainable Seattle

- home ownership is an affordable option for many households.
- CA-P18 Advocate for more flexible options for mortgage financing, and strive to remove barriers to home-ownership and renovation loans for local residents.
- **CA-P19** Support sweat-equity housing programs.
- **CA-P20** Support housing services that encourage age integration.
- **CA-P21** Ameliorate the potential impacts of gentrification through a variety of affordable housing programs and techniques.

#### **ECONOMIC DEVELOPMENT**

- **CA-G5** Central Area as one business district offering a series of successful economic niche neighborhoods within the overall community.
- CA-P22 Encourage minority and locally owned businesses in the Central Area to grow and expand.
- **CA-P23** Facilitate and support business associations for primary business districts.
- CA-P24 Create a viable business base that will attract investment, focusing on neighborhood retail, professional and personal services, restaurants, and entertainment. Support the urban design element of the Central Area Neighborhood Plan that strengthens development and enhances the pedestrian nature of each area.

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- **CA-P25** Support linkages between job training and services and jobs available.
- **CA-P26** Develop organizational capacity within the community to stimulate economic development.
- CA-P27 Support crime prevention programs that involve the community such as Community Police Teams, Block Watch, Youth Advisory Council.

Neighborhood Planning Element





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#### 23RD AVENUE S @ S JACKSON-UNION Residential Urban Village EMPO SON S E PINE ST E PIKE ST E UNION ST E SPRING ST E SPRING ST E MARION ST E COLUMBIA TATE A E CHERRY ST JAMES ST E JAMES ST E JEFFERSON ST E JEFFERSON S E TERRACE S E ALDER S E ALDER ST

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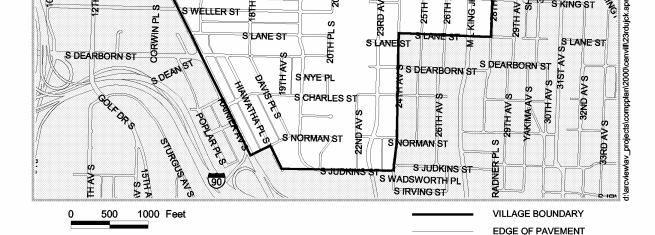
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SWASHINGTON ST

MAIN ST

28TH AV





**Neighborhood Planning Element** 

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#### 23RD AVENUE CORRIDOR

CA-G6 Distinct but mutually supportive primary business districts along the 23rd Avenue Corridor:

23rd and Madison Node Destination/Entertainment Center:
the Central Area's northern
commercial anchor.

23rd and Jackson Node - Shopping Center: the Central Area's shopping focal point, and a true "urban village".

23rd and Union Node -Business/Restaurant Center: A small scale commercial hub serving the neighborhood, providing a range of residential housing types

- CA-P28 Encourage the preservation and conversion of homes south of Union on 23rd to live workstructures to increase the viability of the existing housing stock and enhance the pedestrian feel of 23rd Avenue.
- CA-P29 Support Central Area programs that have been concentrated at the 23rd and Jackson node. Build on existing partnerships.
- CA-P30 Encourage increased housing density in and around the 23rd Avenue and Jackson Street commercial area.
- **CA-P3 I** Explore the potential for an incentive-based East Madison "economic opportunity area"

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**CA-P32** Support additional retail, restaurants, services, and office space at 23rd and Yesler.

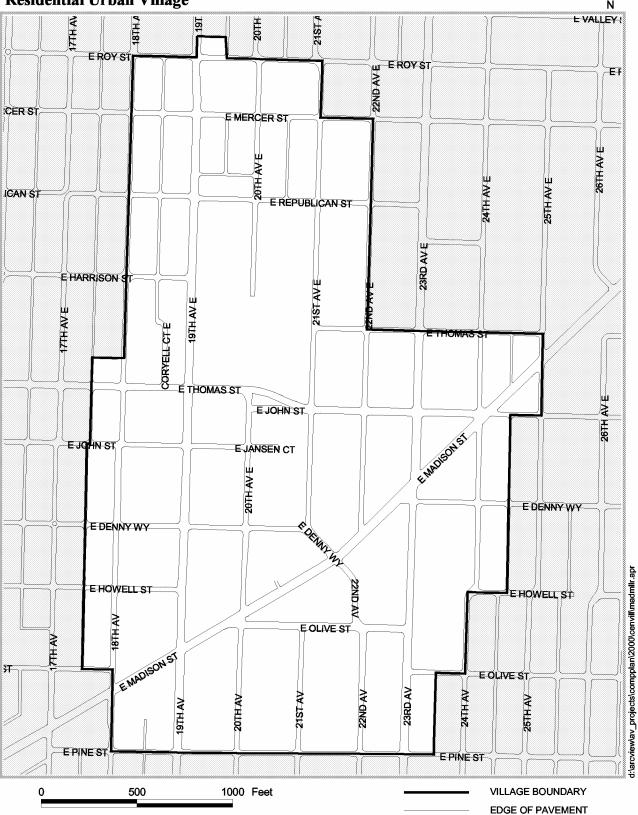
Neighborhood Planning Element





#### Toward a Sustainable Seattle

#### MADISON-MILLER Residential Urban Village





**Neighborhood Planning Element** 

## **MADISON-MILLER**

**CA-G7** A vibrant, revitalized pedestrianoriented commercial district on

> East Madison from 16th to 24th Avenues that serves both local and destination shoppers with a variety

of shops and services.

**CA-G8** A vibrant, revitalized pedestrian-

oriented commercial node at Madison ST. between 19th Avenue and 23<sup>rd</sup> Avenue that principally

serves local residents.

**CA-P33** Encourage increased housing

density at 23<sup>rd</sup> and Madison. As one tool for implementing this policy, consider the RSL zone to be appropriate for single family areas south of E. Madison St. within the Madison-Miller

Residential Urban Village.

**CA-P33a** The portion of East Madison

Street within the Madison-Miller Residential Urban Village is designated a principal commercial

street.

**CA-P34** Seek entertainment facilities (e.g.

entertainment complex),

destination retail, convention and conference facilities and other like

businesses at 23rd and Madison.

CA-P35 Adopt themes and identity elements for Madison/Miller and

incorporate into streetscape concepts, transportation improvements, community-based

projects, and new development proposals, including concepts such

as:

The area's African-American Heritage;

Madison After Dark;

Community Diversity;

The Physical and Natural

Environment, and

The area's Transportation

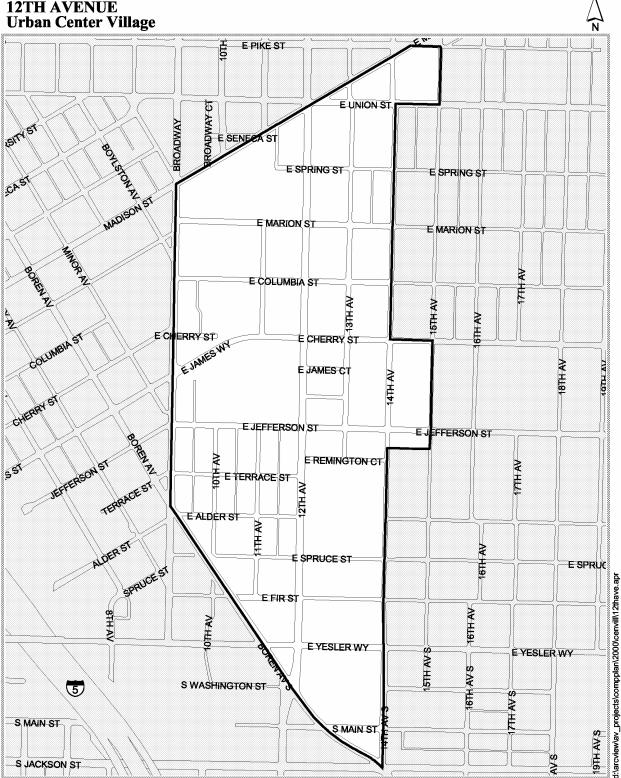
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# **12TH AVENUE**





S MAIN ST

S JACKSON ST

**Neighborhood Planning Element** 

1000 Feet

500

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S MAIN ST

VILLAGE BOUNDARY **EDGE OF PAVEMENT** 



## **12TH AVENUE**

- CA-G9 A thriving mixed-use residential and commercial area with a "main street" including services and retail that is attractive and useful to neighborhood residents and students, and public spaces that foster a sense of community, near the intersection of several diverse neighborhoods and major economic and institutional centers.
- CA-P36 Encourage increased housing density where appropriate, such as on 12th Avenue and on Yesler Way, and in mid-rise zoned areas.
- CA-P37 Facilitate the redevelopment of Cityowned land, emphasizing mixed use where that type of development will contribute to the desired community character.
- **CA-P38** Seek services and retail that builds on the neighborhood's proximity to Seattle University.

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Neighborhood Planning Element

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## **COLUMBIA CITY**

#### **GOALS AND POLICIES**

## **TRANSPORTATION**

- **CC-GI** A community with a safe, effective, and attractive transportation system that provides residents multi-modal access to employment opportunities within the region.
- CC-G2 A community served by a light rail transit system which also is a catalyst for transit-oriented housing and commercial development within the station area.
- CC-G3 A community with transportation infrastructure necessary to ensure public safety, efficient access to services, and general quality of life.
- **CC-PI** Strive to make the Columbia City area safe and efficient for bicycles and pedestrians.
- CC-P2 Seek to improve east-west transit service that allows access to multiple employment centers and educational services.
- **CC-P3** Maximize community benefits through the management of parking around the light rail station.
- **CC-P4** Seek to replace and rehabilitate nonfunctional elements of the transportation system.
- CC-P5 Improve pedestrian safety and convenience along Rainier Avenue S. and Martin Luther King Jr. Way S.

- CC-P6 Strive to make bus stops and transfer points safe, visible, comfortable, and efficient through the use of design techniques and by providing rider information.
- CC-P7 Maximize economic development and revitalization through appropriately designed station area development.
- CC-P8 Strive to maintain efficient goods mobility along Martin Luther King Jr. Way S.

#### **ECONOMIC DEVELOPMENT**

- CC-G4 A community with healthy businesses and healthy employment levels.
- CC-G5 A community with retail and service businesses that serve community needs, particularly pedestrian-oriented commercial development.
- **CC-G6** A neighborhood that promotes entrepreneurship within the community.
- CC-P9 Encourage mixed-use and pedestrian-scale development within the Columbia City and Hillman City business districts.
- **CC-P10** Strive to retain and build upon the unique pedestrian-friendly qualities of the Columbia City, Hillman City, and Genesee business districts.
- **CC-PII** Support opportunities for business incubators and local business ownership within the community.

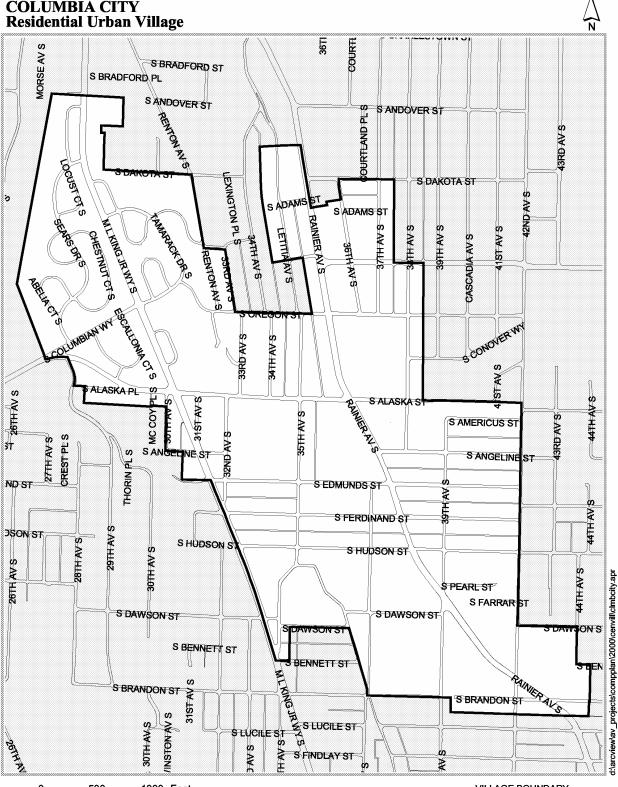
**Neighborhood Planning Element** 

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## **COLUMBIA CITY**





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1000 Feet

3AVS

**NP - 42** 

500

VILLAGE BOUNDARY EDGE OF PAVEMENT

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## Toward a Sustainable Seattle

- **CC-P12** Assist residents in gaining access to employment services, information technology, and centers of employment.
- CC-P13 Encourage the development of businesses that will increase the number of local jobs for professional, technical, and managerial positions, and that provide for the potential for career advancement.

## **HOUSING**

- **CC-G7** A community with healthy and attractive single-family residential areas.
- **CC-G8** A community with a variety of available housing options for a mix of income levels and household sizes.
- **CC-G9** A community that provides opportunities for owner-occupied housing for community residents.
- **CC-P14** Encourage the preservation of affordable housing resources through the rehabilitation of older existing homes.
- CC-P15 Strive to maintain existing neighborhood scale and character and promote transit-oriented development, where appropriate.
- **CC-P16** Support opportunities for homeownership in the vicinity of Columbia City.

- **CC-P17** Strive to provide the required infrastructure to support increases in housing density.
- CC-P18 Maximize light rail related investments to ensure the development of quality housing with appropriate community amenities.
- **CC-P19** Support the use of public/private partnerships to develop quality affordable housing.
- CC-P20 Encourage housing as part of mixeduse development projects, including live/work spaces, within the business districts; consider rezoning appropriate areas within the urban village to NC/R designations.
- CC-P21 Support incentives for new housing development near high capacity transit facilities.

#### **CULTURAL & HUMAN RESOURCES**

- **CC-G10** A community with adequate open space for the residential population.
- **CC-GII** A community with a library that serves community needs.
- **CC-G12** A community where social service needs are addressed in an efficient and non-invasive manner.
- **CC-P22** Use the P-Patch program as a means of increasing open space and neighborhood amenities.
- **CC-P23** Promote the incorporation of public art into the development of public and community facilities.

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## Seattle's Comprehensive Plan



## Toward a Sustainable Seattle

- CC-P24 Provide library services that meet the needs of the Columbia City/Hillman City/Genesee community.
- CC-P25 Seek to involve the Columbia City/Hillman City/Genesee community in planning efforts for the siting and use of essential community and public facilities in the neighborhood.

## **PUBLIC SAFETY/IMAGE**

- **CC-G13** A neighborhood with strong community-based policing efforts.
- **CC-G14** A neighborhood with property and human rights protection for all residents.
- **CC-G15** A neighborhood with an attractive physical appearance and a positive image.
- **CC-P26** Support police service that meets the needs of a growing population and reflects changing crime statistics.
- **CC-P27** Seek housing incentives for police officers to live within the community.
- **CC-P28** Strive to promote positive media portrayals of the surrounding area.
- CC-P29 Develop strategies to address street litter and graffiti within the commercial centers.
- **CC-P30** Strive to improve security lighting near schools, parks, public facilities, parking lots, and in alleys.

- CC-P31 Support the continued availability of home improvement and business facade improvement funds, while strictly enforcing exterior maintenance codes.
- CC-P32 Promote a Crime Prevention
  Through Environmental Design
  (CPTED) program in the
  neighborhood.



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## **CROWN HILL/BALLARD**

#### **GOALS AND POLICIES**

## **ECONOMIC DEVELOPMENT**

- CH/B-GI A defined, vital, accessible mixed use core with residential and commercial activity in the Ballard Hub Urban Village and Crown Hill Residential Urban Village.
- CH/B-PI Employ economic development strategies that build on Ballard's history and welcome the variety of traditions represented in the area's population and businesses to create a family-friendly neighborhood that offers the best of Seattle living.
- CH/B-P2 Improve the attractiveness of the business areas in the Ballard Hub Urban Village and the Crown Hill Residential Urban Village to businesses, residents and shoppers through creation of pleasant streetscapes and public spaces.
- CH/B-P3 Strive to create a mix of locallyowned, unique businesses and regional and national retailers.
- CH/B-P4 Encourage tourists visiting the Ballard Locks to patronize businesses in the neighborhood.

## **RESIDENTIAL DEVELOPMENT**

**CH/B-G2** A community with housing types that range from single family to moderate density multifamily.

- CH/B-G3 A civic complex in the core of the Ballard Hub Urban Village that incorporates moderate density housing as well as public open space and other public and private services.
- CH/B-P5 Accommodate the majority of new housing units and increases in density in the central areas of the Ballard and Crown Hill urban villages.
- CH/B-P6 Maintain the physical character of the single family-zoned areas in the Crown Hill/Ballard plan area.

#### TRANSPORTATION

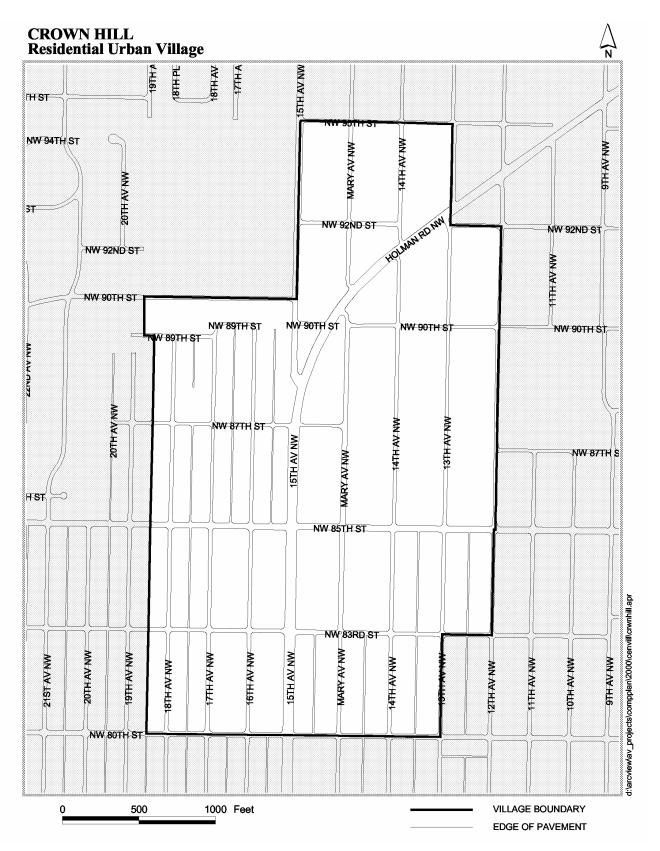
- CH/B-G4 A transportation system that supports residential, commercial and civic activity in the core of the Ballard and Crown Hill urban villages, and encourages people to use transit and non-motorized transportation modes.
- CH/B-P7 Improve mobility for people using all modes of transportation to, within and around the Ballard Hub Urban Village to increase retail, commercial and civic activity. Improve mobility for people using all modes of transportation to, within, and around the Crown Hill Urban Village to serve the residents and businesses there.
- **CH/B-P8** Emphasize accessibility by transit, bicycle and pedestrians in the downtown Ballard area.

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## Toward a Sustainable Seattle

#### **BALLARD Hub Urban Village** NW 73RD ST 9TH AV NW NW 72ND ST BTH AV NW **ISTH AV NW** NW 71ST ST NW 70TH ST 70TH ST 65 WARY AV NW NW 69TH ST TITH AV NW NW 68JH ST 12TH AV NW 28TH AV NW 67TH S RY AV NW NW 65TH ST HAVNW NW 64TH ST NW 63RD ST NW 62ND ST NW 61ST ST NW 61ST ST NW 60TH ST NW 60TH ST NW BRYGGER PL 22ND AV NW NW 59TH S TATH AV NW NW 58TH S NW 57TH ST NW 56TH ST NW MARKET ST STH AV NW 53RP ST NW 52ND ST NW 51ST ST NW 50TH ST NW 49TH ST NW 49TH ST (P) d:\arcview\av\_projects\compplan\2000\cenvill\ballard.apr NW LEARY WY NW BALLARD WY NW BALLARD WY SHILSHOLE AVMW NW 46TH S W.COMMODORE HY W GOVERNMENT WY NW 45TH ST 25TH AV W SHET AVW Z8TH AV W WILLIAMS AV W BALLARD BR W JAMESON ST ΜA W MANSELL ST 1000 Feet VILLAGE BOUNDARY 500 **EDGE OF PAVEMENT**

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## Seattle's Comprehensive Plan



## Toward a Sustainable Seattle

- CH/B-P9 Preserve the function of 15th Avenue NW as a principal arterial and a major truck street, but strive to overcome the street as a barrier that isolates the neighborhood areas to the east and west from each other and to improve its contribution to the visual character of Crown Hill and Ballard.
- CH/B-P10 Strive to improve the pedestrian environment along NW Market Street while retaining its function as a principal arterial.
- CH/B-PII Take advantage of present and future economic, cultural and open space developments to enhance the bicycle and pedestrian network.
- CH/B-P12 Work with the Regional Transit
  Authority and King County/Metro
  to ensure that Ballard residents
  and businesses are served by the
  Regional Transit Authority and
  King County/Metro systems.

## **RECREATION AND OPEN SPACE**

- CH/B-G5 A neighborhood with open space, parks and recreation sites connected by a network of "green links," that offer a full range of active and passive recreational opportunities to area residents and visitors, throughout Crown Hill/Ballard.
- CH/B-P13 Increase the range of recreation opportunities and types of open space available in the neighborhood. Encourage the

- development of new facilities, including, but not limited to passive parks, tennis courts, basketball courts, ballfields, play areas, marine and shoreline parks, pedestrian-friendly walkways, trails (including the Burke-Gilman), and gateways.
- CH/B-P14 Enhance existing open space and recreation sites and facilities throughout Crown/Hill Ballard.
- CH/B-P15 Create opportunities for people to experience the natural environment through the preservation of publicly-owned forested areas, encouraging community gardening (P-patches), and tree planting on private property and in the public right-ofway, and creating access to views and waterways.

#### ARTS AND CULTURE

- CH/B-G7 A rich, diverse and accessible cultural life that serves as the basis for neighborhood identity and helps build a livable community.
- **CH/B-P16** Promote Ballard as a hub of arts, culture and entertainment.
- **CH/B-P17** Engage in cultural activities that promote community revitalization and historic preservation.
- **CH/B-P18** Encourage the development of indoor and outdoor facilities in which cultural activities can take place.



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- CH/B-P19 Address the lack of affordable live/work spaces for artists and others in Seattle through promoting the adaptive reuse of historic buildings in the Ballard Landmark District and other nearby areas as appropriate.
- CH/B-P20 Seek to attract industrial uses that could have a symbiotic relationship with the local arts community, including but not limited to, glass blowing facilities, welding and metalwork shops, facilities that recycle materials into usable objects, woodworking facilities, or large-scale ceramics.
- CH/B-P21 Define and promote Crown Hill/Ballard's identity by establishing a series of welcoming gateways, such as landscaped areas or artworks, at key entry points to the neighborhood.

## **HUMAN SERVICES**

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- CH/B-G7 A caring community that nurtures and supports all its members, particularly the most vulnerable, including children, youth and the elderly.
- CH/B-P22 Create a strong network with multiple access points that link neighborhood organizations and service providers to fully utilize resources and to improve the awareness and use of services among those that need them in Crown Hill/Ballard.

## **CAPITAL FACILITIES AND UTILITIES**

The goals and policies of the capital facilities and utilities elements of the Comprehensive Plan express vision of the Crown Hill/Ballard neighborhood.

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